



**Contract For Construction Of
Neighborhood Traffic Management
And Safe Routes To School Programs
September 11, 2007**

STATE STRE.

Outline of Today's Presentation

- ◆ Contract for Project I
 - Neighborhood Traffic Management Program
 - St. Francis Neighborhood Traffic Management Program Intersection Improvement Project
- ◆ Contract for Project II
 - Safe Routes to School Program
 - Safe Routes to School Intersection Improvement Project
- ◆ Implementation Experience
- ◆ Recommendations



Neighborhood Traffic Management Program - Background

- ◆ 1990's - SPEEDING - public requests relief from speeding on residential streets
- ◆ 1998 - Circulation Element, Chapter 12
- ◆ 2000 - Council Goal
- ◆ 2001 - Citywide Steering Committee developed program procedures
- ◆ November 2001 Council Action
 - Adopt draft NTMP
 - Commence pilot project in St. Francis Area

Other Community's Experience Similar to Santa Barbara



Portland, Oregon

- ◆ Other communities' experiences
 - Speed a problem
 - Traffic Calming is requested, but controversial
 - Participation of Fire Department is vital
 - Demand outpaces supply



Hollywood, Florida



Pre NTMP Traffic Calming Measures

- ◆ Speed Humps were the primarily tool used to addressing neighborhood speeding.
- ◆ Stop Signs are not an effective traffic calming device
 - Numerous studies show that unwarranted stop signs increase vehicular speeds between stop signs.
 - Stop signs only affect speed within 150 feet of the sign.
- ◆ Most people given the choice would prefer to slow down not stop at an intersection
- ◆ Fire Department prefers the City not use speed humps
 - Especially on primary response routes

Strategy for Program Adoption

- ◆ Staff Training
- ◆ Interdepartmental collaboration on Steering Committee drafting program:
 - Fire, Police, Community Development staff
 - TCC, PC and Council members
- ◆ Draft program adopted and implemented as pilot project (As per Circulation Element)
- ◆ Revise program based on experience and adopt final version in future

You are invited to help

Build a Better Neighborhood

Please come and learn how
you and your neighbors can



Take Back the Streets

Please Attend Your Neighborhood Meeting

*Learn How You Can Improve Your Neighborhood
Through The Neighborhood Traffic Management Program*

Thursday, March 28, 2002

6:30 PM to 8:30 PM

St. Francis Medical Center Auditorium

601 E. Micheltorena Street, Santa Barbara

For more information call: 564-5544

Para màs informacìon: 564-5385

email: NTMP@ci.santa-barbara.ca.us.

www.ci.santa-barbara.ca.us/departments/public_works/transportation/alternative/dntmp

St. Francis NTMP Program

Two Step Process:

- ◆ Before Traffic Calming
 - Analysis and identification of issues
 - Education, Enforcement, and Encouragement
- ◆ Traffic Calming
 - Area wide approach to implementing program objectives
 - Engineering



Before Traffic Calming Phase

- ◆ Neighborhood driven process
- ◆ Issue identification by residents
- ◆ Evolved through community process
- ◆ Active participation by various City Department staff representatives
- ◆ Education, encouragement and enforcement



**This is not a race car
...it's a PACE CAR**

CITY OF SANTA BARBARA NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM • 805 897-2509



**SLOW DOWN
SANTA BARBARA**



CITY OF SANTA BARBARA NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM • 805 897-2509

The Pace Car Pledge



Take Back the Streets *Neighborhood Traffic Management Program*

City of Santa Barbara
Neighborhood Traffic Management Program

MY PACE CAR PLEDGE

Recognizing that my car use impacts the livability of other residents' streets, just as theirs impacts mine:

1. I will consistently drive within the speed limit and come to complete stops at stop signs
2. I will park legally
3. I will show courtesy to pedestrians and respect their safety
4. I will note and report violations and problems
5. I will learn to minimize my own car use

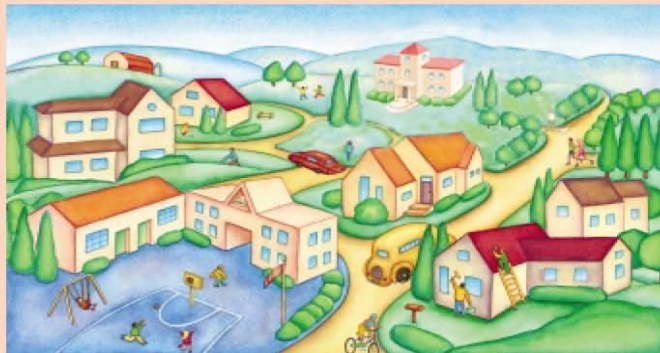
I will share this pledge, and the idea of taking actions to make our neighborhood a better place, with my neighbors

Print Name _____ Date _____

Signature _____

Nearest cross streets to my home _____

 Recycled Paper



**The Neighborhood
Traffic Management Program**

City of Santa Barbara
Transportation Planning Division



Before Traffic Calming Summary

- ◆ 6 neighborhood meetings
- ◆ Attended by 130 different residents
- ◆ 8 newsletters to 2000 residents
- ◆ Monthly updates to Transportation and Circulation Committee (TCC)

Results:

Neighborhood wanted to pursue Traffic Calming devices

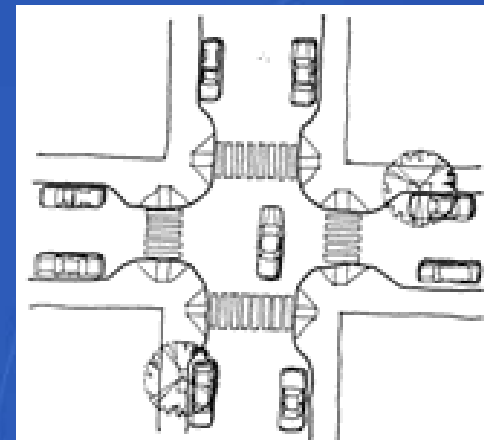
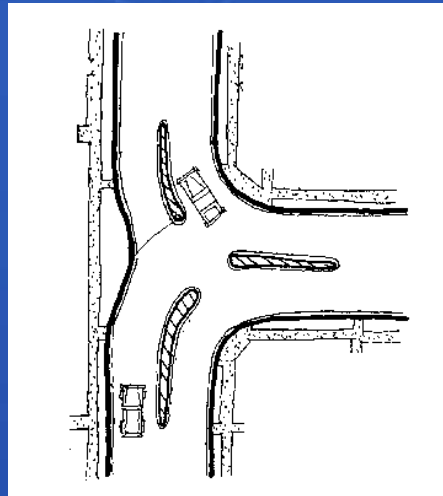
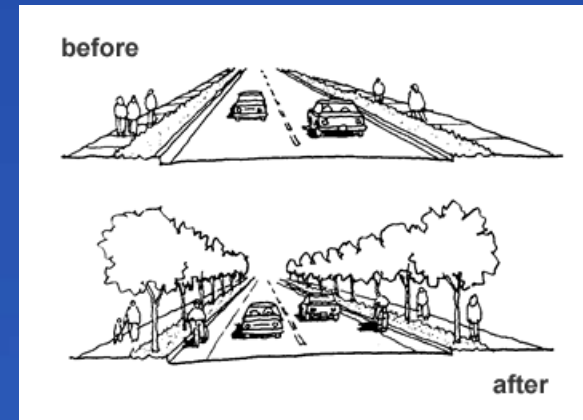
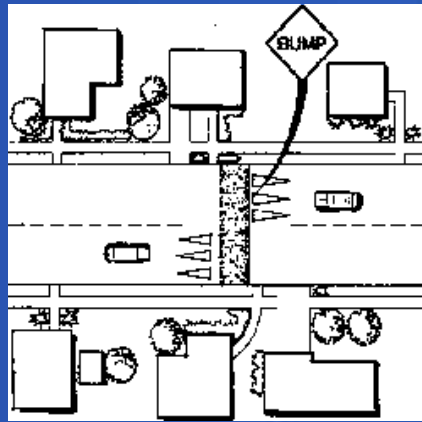
Traffic Calming Phase

- ◆ Evolved through community request
 - Residents felt that the before traffic calming not getting results
- ◆ Area wide approach to implementing program objectives
 - Slow traffic
 - Minimal diversion
- ◆ Engineering solutions

Traffic Calming Toolbox



Traffic Calming Toolbox



Invitation to Traffic Calming Charrette

Traffic Calming Charrette Please Join Us March 14 - 16, 2003

March 14, 6:30 to 8:00 pm
St. Francis Hospital
601 E. Micheltorena St.

March 15, 8 am to 11 am
Roosevelt School Auditorium
1991 Laguna St. and field

March 16, 4:30 pm to 6:30 pm
St. Francis Hospital
601 E. Micheltorena St.

Invite a Neighbor!

The process will be most successful if there is strong neighborhood leadership and a high level of involvement. Because traffic problems on one street are

What is the Neighborhood Traffic Management Program?

The intent of the City's program is to get the neighborhood together to identify solutions to transportation issues as they affect our quality of life. We have been working on a Pilot Project of this program with residents living near St. Francis Hospital.

What has the Program Accomplished so far?

- 7 meetings that helped identify and prioritize more than 300 calls for service based on surveys and the input of 150 local residents
- Effective and well received outreach materials that can be used in any neighborhood



What's Happening Now?

With the Before Traffic Calming components of the St. Francis Neighborhood Traffic Management Program Pilot Project complete, City staff is looking forward to working with you to finalize the Neighborhood Plan in a weekend long traffic calming charrette.

Recently, Dan Burden, Executive Director of Walkable Communities, conducted a traffic calming and walkable communities workshop for City Staff. He will return March 14-16 to assist your neighborhood to develop your Neighborhood Area Mobility Plan, which will include not only ongoing efforts at communicating the impact of speeding on our quality of life, but also a long term plan for physical improvements to the neighborhood.



During the meetings, you will receive training to pick the right traffic calming tools and work out any concerns. Since this is the first neighborhood program, staff, the consultant, and elected leaders want this to be a great



St. Francis Traffic Calming Process

- ◆ 3 day traffic calming workshop and design charrette, including neighborhood walk
- ◆ 50 residents in attendance
- ◆ Neighbors developed St Francis Neighborhood Mobility Plan
- ◆ 25 charrette participants ratified Traffic Calming plan with prioritized improvements

Police and Fire

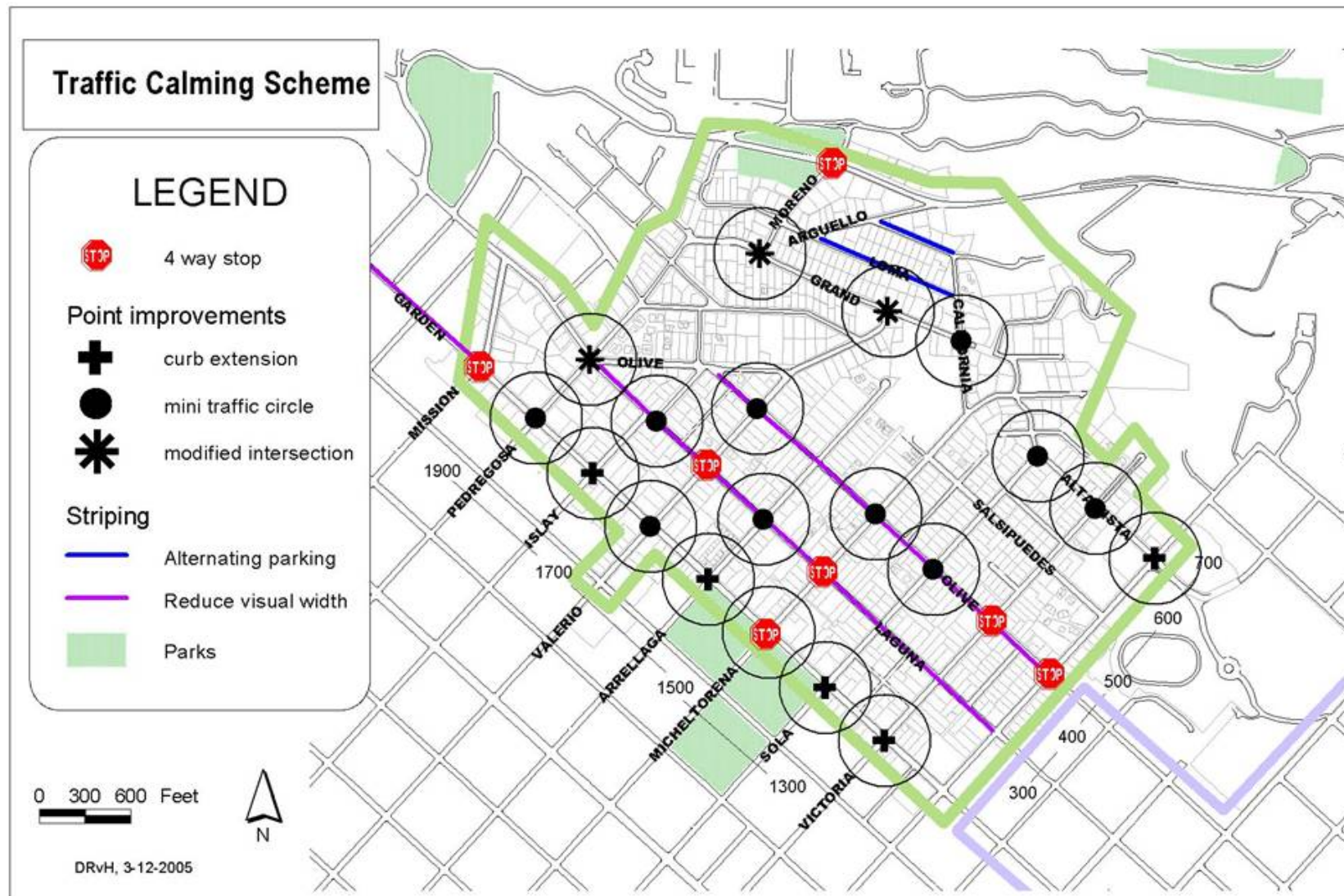
◆ Participation

- Program adoption
- Plan development
- Plan adoption
- Plan implementation and design

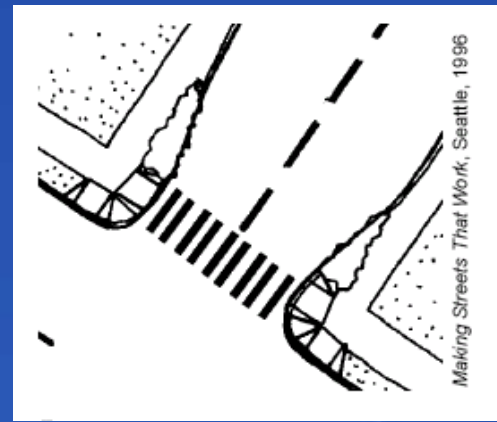
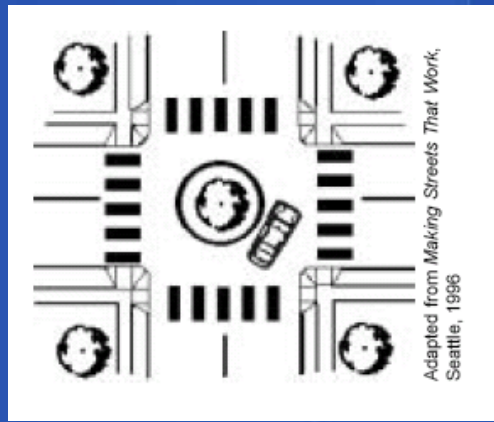
Field Tests by Fire Trucks and MTD Buses



St Francis Area Mobility Plan



Mobility Plan Elements



- ◆ Mini Traffic Circles
- ◆ Curb Extensions and Median Islands
- ◆ Restriping
- ◆ Intersection Modifications

Why not use stop signs?

- ◆ MUTCD Section 2B.05 Stop signs should not be used for speed control
- ◆ Numerous studies show that unwarranted stop signs increase vehicular speeds between stop signs.
- ◆ Stop signs only affect speed within 150 feet of the sign.
- ◆ Unwarranted stop signs encourage rolling stops.
- ◆ Studies show that excessive or unwarranted use of Stop Signs breeds disrespect for stop control signs and other traffic control devices.



Mini Traffic Circles

- ◆ Reduce speeds
- ◆ Increase driver attentiveness, increases safety for pedestrians and bicyclist
- ◆ Reduces noise (vs. stop signs)
- ◆ Clear assignment of right of way
- ◆ Reduces delay (vs. stop signs)

Mini Traffic Circles



Portland, Oregon



Curb Extensions (Bulbouts)

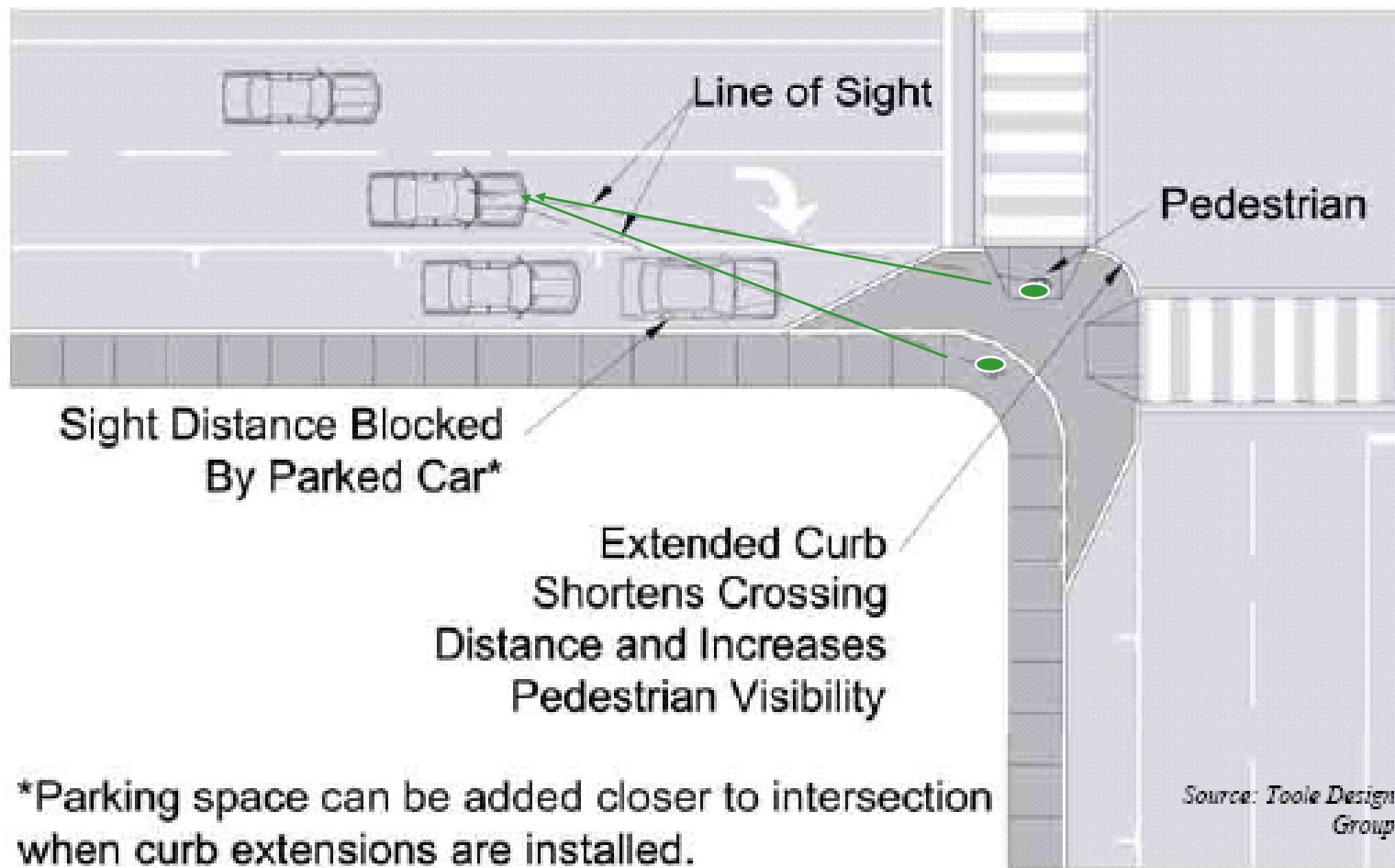
- ◆ Reduce crossing distance for pedestrians, and minimize exposure
- ◆ Correct lane positioning for bicycles and vehicles is not affected
- ◆ Extend less than dimension of parked car

Curb Extensions (Bulbouts)



Curb Extensions (Bulbouts)

EFFECTS OF CURB EXTENSIONS ON SIGHT DISTANCE





Safe bike
alignment

Curb
extension

Door Zone

Newsletters

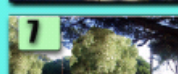
We need help collecting signatures!

Your neighbors have developed a cost effective plan to reclaim your streets from speeding traffic and improve your quality of life. Please call 897-2509 if you would like a full size plan delivered to your home, or you would like to sign or collect signatures for the petition. Strong neighborhood support is crucial to the success of the plan. With 65% support for the conceptual plan from the property owners, we can move on to address any concerns you have about particular design details. If you think generally it is a good idea, but you have specific concerns, please sign the petition and indicate that you would like to be a friend to the Technical Committee to make the plan even better. Finally, if you are a renter, you can help by indicating your support for this plan to your landlord.

Lower Riviera/Upper East Traffic Calming Plan

Concerns

Residents are concerned with (1) Overall safety and beauty, (2) Slower speeds, (3) Noise, (4) Motorists not yielding to pedestrians, (5) Speeding on: Garden, Alta Vista, Grand, Loma, Oramas, California, Olive and Pedregosa, (6) Pedestrian crossings on Garden, (7) Intersections of Alta Vista at Solis, Valerio at Laguna, Olive at Valerio, California at Grand, Pedregosa at Olive, Victoria at Olive, Arrellaga at Olive, and Arrellaga at Laguna, (8) Residents do not want to delay emergency responders. They also seek to retain the area's beauty and historic features, and improve conditions for a village style life, walking, bicycling and using transit.



ng on?

2003, with the assistance of staff from the Police, Community Development, the Public Works Department hosted residents at a traffic caltingated by Dan Burden, Executive Director, of Walkable Community serves to let you know the results of the Traffic Calming Charrette.

three day community-based planning workshop was to have the in a traffic calming plan to address the remaining traffic issues in the ly bounded by Alameda Padre Serra, Anapamu, Garden, and Mission the knowledge of the work done during the previous year, residents rgs were careful to represent all the concerns and issues of this area, cis Hospital.

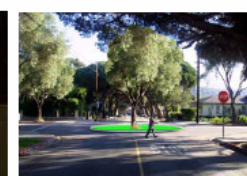
n was ratified by representatives of the Lower Riviera/Upper East arch 16, 2003. At this meeting, residents also prioritized the pro- is based on an understanding that it may not be possible to construct nts at once. Traffic calming improvements were proposed and lowing locations (in order of priority): Garden Street, Alta Vista Road, d Avenue, Laguna and Loma Streets, Oramas Road, and

present a desire by residents to slow speeds on their streets, reduce ve pedestrian access, and protect private property. Transportation ould also like to consider improvements to address high collision rates una Streets and Micheltorena at Laguna Streets.

orking with Technical Committee members from the neighborhood. In be adopted by the neighborhood, residents have been asked to roperty owners. An approval rating of 65% will constitute acceptance

of the plan, and make the plan eligible for adoption by the Council. Following Council adoption, it is anticipated that several of the features of the plan will be designed and constructed, utilizing the existing traffic calming budget of \$300,000. Other features would be developed as funding is available in balance with other neighborhoods.

Your neighbors created a plan to address concerns about speeding and requests for more walkable streets!



Talk to your Neighbors!

During the month of May, residents will be canvassing the proposed project area to get approval from property owners. If you are a nonresident property owner, you may indicate your support by signing here: _____ and returning the bottom of this mailer to Dru van Hengel at P.O. Box 1990, Santa Barbara, CA 93102 or email address on the other side. With approval of 65% of the neighborhood we can begin to construct improvements to return a sense of neighborhood to your streets.

Newsletters

We haven't heard from you!

On March 14 to 16, 2003, with the assistance of staff from the Police, Community Development and Fire Departments, the Public Works Department hosted residents at a traffic calming charrette, facilitated by Dan Burden, Executive Director of Walkable Communities.



Your neighbors created a plan to address concerns about speeding and requests for more walkable streets!

The purpose of this three-day, community-based planning workshop was to have the neighborhood design a traffic calming plan to address the remaining traffic issues in the neighborhood roughly bounded by Alameda Padre Serra, Anapamu, Garden, and Mission Streets. Building on the knowledge of the work done during the previous year, residents attending the meetings were careful to represent all known concerns and issues of this area, around the former St. Francis Hospital.

As described in a previous mailing to you, at the conclusion of the workshop, a traffic calming plan was ratified by forty representatives of the Lower Riviera/Upper East Neighborhood. At this meeting, residents also prioritized the proposed improvements based on an understanding that it may not be possible to construct them all at once. Traffic calming improvements were proposed and prioritized for the following locations: Garden

(continued below...)

BUSINESS REPLY

FIRST-CLASS MAIL PERMIT NO. 2182 SANTA BARBARA, CA

POSTAGE WILL BE PAID BY ADDRESSEE

MOBILITY COORDINATOR
THE NEIGHBOR TRAFFIC MANAGEMENT
PO BOX 1900
SANTA BARBARA CA 93102-9960



fold tape mail!

NO POSTAGE
NECESSARY

summarized at right. With 65% support for the conceptual plan from the property owners, we can move on to address any concerns you have about particular design details. If you think generally it is a good idea, but you have specific concerns, please sign the petition and indicate that you would like to be a friend to the Technical Committee to make the plan even better. If you are a renter, you can help by indicating your position on the plan to your landlord.

Sign here!

During the months of May, June, and July, your neighbors canvassed 645 homes in the project area to get feedback from property owners. There are still some gaps in their effort, so we are following up with a mailer to assist them. If you are a property owner, you may indicate your support or opposition by checking a box below and signing here:

_____. (I own property at _____). ☐ I support the plan ☐ I oppose the plan
signature property address

Please fold, tape, and return this prepaid mailer to Dru van Hengel at P.O. Box 1990, Santa Barbara, CA 93102 or email your thoughts to the address below by September 20, 2003. You may also fax your decision to (805) 564-5467. Your Neighborhood Technical Committee believes that approval of the plan will begin the process of returning a sense of neighborhood to your streets.



Recycled Paper

This ballot newsletter is our final contact to ascertain your support or opposition to the traffic calming plan developed by your neighbors. Please respond by September 20, 2003.

Build a Better Neighborhood

What's Going On?

Two upcoming opportunities to comment on the St. Francis Area Mobility Plan, including implementation of the Traffic Calming Plan.

November 13, 2003 Public Hearing!

Meeting: Transportation and Circulation Committee

Date: November 13, 2003

Time: 6:00 pm

Location: David Gephard Public Meeting Room, 630 Garden Street, Santa Barbara

Purpose: Public Hearing and Action Item to Recommend City Council adoption of the St. Francis Area Mobility Plan

December 9, 2003 Public Meeting!

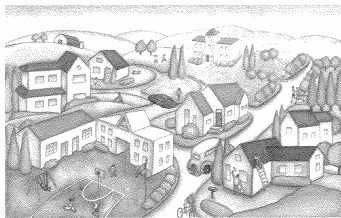
Meeting: Santa Barbara City Council

Date: December 9, 2003

Time: Approximate time of item will be posted at <http://www.ci.santa-barbara.ca.us/> in the "City Council Agendas" section.

Location: City Hall Council Chambers 735 Anacapa Street

Recommendation: Action Item to adopt the St. Francis Mobility Plan

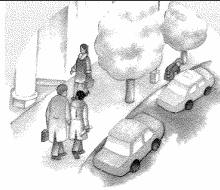


The Neighborhood
Traffic Management Program
City of Santa Barbara
Transportation Planning Division

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City of Santa Barbara, Transportation Planning
PO Box 1990, Sta. Barb, CA 93102
please call us: (805) 897-2509
Para mas informacion: (805) 564-5385
E-mail: NTMP@ci.santa-barbara.ca.us
www.ci.santa-barbara.ca.us/departments/public_works/transportation/alternative

Neighborhood Traffic Management Program



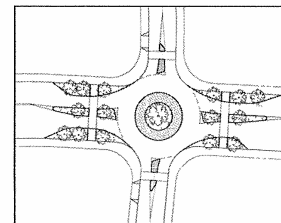
Your neighbors created a plan to address concerns about speeding and requests for more walkable streets with the assistance of the Metropolitan Transit District and the City's Fire, Community Development, Police, and Public Works Departments.



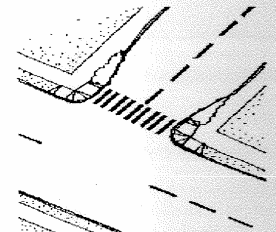
This mailing is being sent to all residents and property owners in the neighborhood roughly bounded by Anapamu, Garden, Mission, and Alameda Padre Serra Streets to announce opportunities to provide public comment to the Transportation and Circulation Committee and the City Council regarding the St. Francis Area Mobility Plan, including enforcement, education and the resident developed traffic calming plan that has been described in previous newsletters.

The first summary presentation and hearing is scheduled for November 13, 2003 before the Transportation and Circulation Committee. The second presentation will take place before City Council on December 9, 2003.

As a result of neighborhood canvassing and two mailings, the City Transportation Planning Division heard from approximately 400 property owners in the area. Eighty five percent of them indicated support for the proposed traffic calming plan. There is \$300,000 available for design and construction. Staff is recommending a phased implementation of the plan, beginning at locations where the level of support is highest. If these temporary measures reduce speeds and do not divert traffic onto adjacent street the Technical Committee of staff and residents will consider making them permanent and discuss opportunities to fully implement the plan.



Mini-traffic circles, alternate side of the street parking, curb extensions and modified intersections are some of the plan's elements.



Working Together to Build a Better Neighborhood.

Neighborhood Approval

- ◆ Advisory based upon experience of other Cities
- ◆ Three attempts to contact property owners
- ◆ Response of 425 of 1161 property owners
- ◆ Response rate greater than 30%
 - Door to door (95% approval)
 - Mailer (90% approval)
 - Second mailer (85% approval)

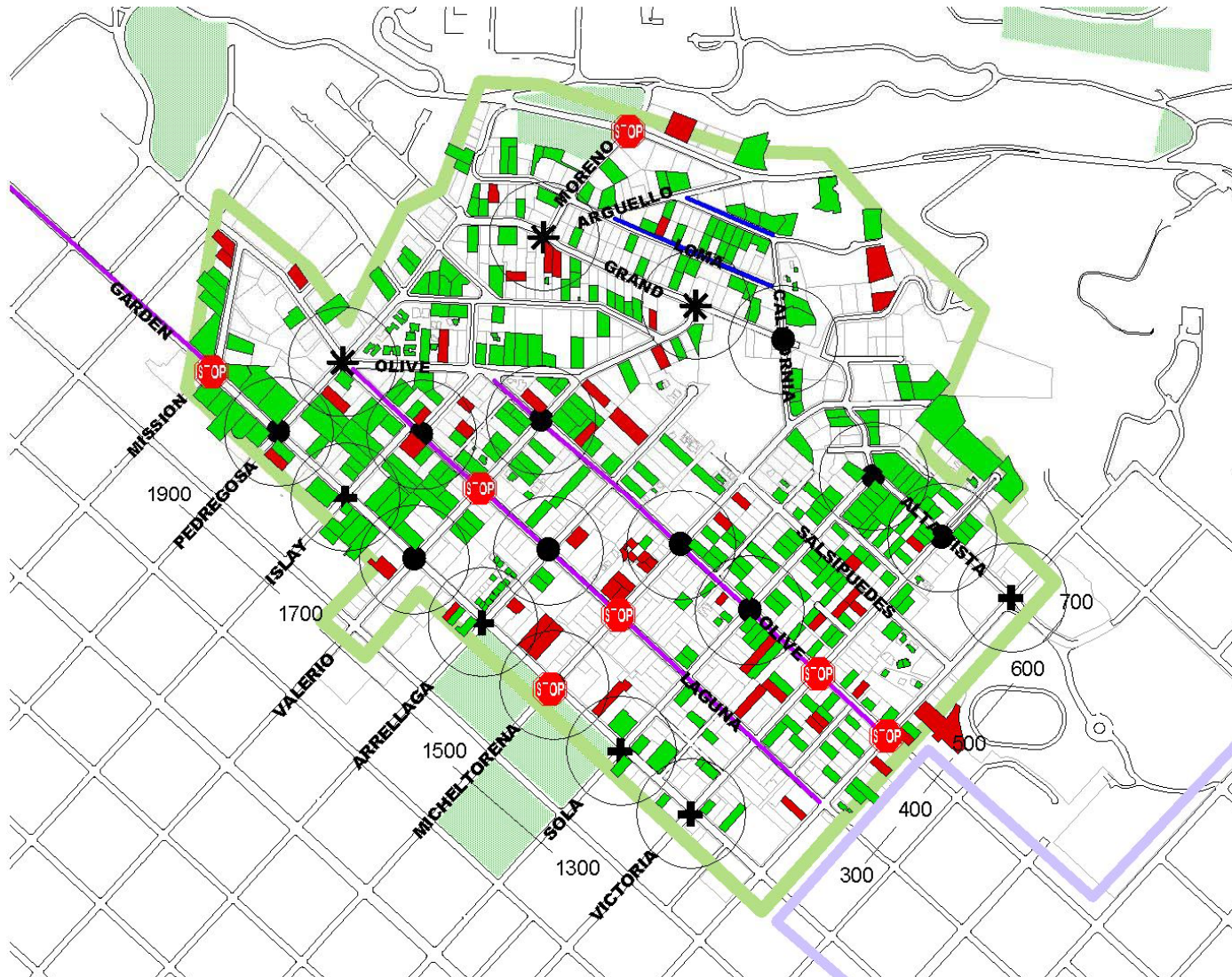
Public Outreach Summary

- ◆ 7 neighborhood meetings
- ◆ 12 public newsletters (23,000 in total)
- ◆ Residents, Resident Property Owners, and Non-resident Property Owners
- ◆ Monthly updates to Transportation and Circulation Committee (TCC)

Plan Adoption

- ◆ 4 follow-up newsletters
- ◆ Advisory ballot
- ◆ Two public hearings
- ◆ November 2003 Transportation and Circulation Committee (TCC) recommendation
- ◆ December 2003 Council Adoption of Mobility Plan

Community Support



SAFE ROUTES TO SCHOOL

- ◆ PROGRAM
- ◆ PROJECT



Safe Routes to School Program

- ◆ Initiated in 2000
- ◆ City Partnership with local organizations
 - COAST
 - Santa Barbara Area PTA Safety Committee
 - Santa Barbara High School, Santa Barbara Elementary School and Hope School Districts
- ◆ Ongoing improvements in school zones
- ◆ Education, Enforcement, Encouragement
- ◆ Engineering of Capital Improvement Projects
- ◆ Strategies adopted in Pedestrian Master Plan

Program Material

- ◆ COAST and the Safe Routes to School partners offer participating schools:
 - A Safe Routes to Schools Manual, forms and assistance
 - Coordination of Safety Training, Bike Rodeos, and low-cost bicycle helmet distribution at schools
 - Coordination of community wide Task Force meetings
 - Information on traffic calming and engineering improvements



City of Santa Barbara

- ◆ Participation consistent with Pedestrian Master Plan
- ◆ Formal partnership in ongoing efforts
 - Staff time instructing at Bike Rodeos
 - Cost sharing with other jurisdictions
 - Signage and enforcement
 - Promotional material for community events and walk/bike days
 - Ongoing applications for funding of capital improvements
 - Suggested Route to School Maps

ENFORCEMENT

- ◆ Crossing Guards
- ◆ Crosswalk Enforcement
- ◆ Parking and Moving violations
- ◆ Current staffing prohibits dedicated school enforcement



ENGINEERING

- ◆ Sidewalk Infill Program includes school route criterion
- ◆ School Peak Hour bike lanes citywide
- ◆ Ongoing upgrade of signs and crosswalks in school zones
- ◆ Various operational improvements and traffic calming

ENGINEERING



ENGINEERING



ENGINEERING



ENGINEERING



The Caltrans Program

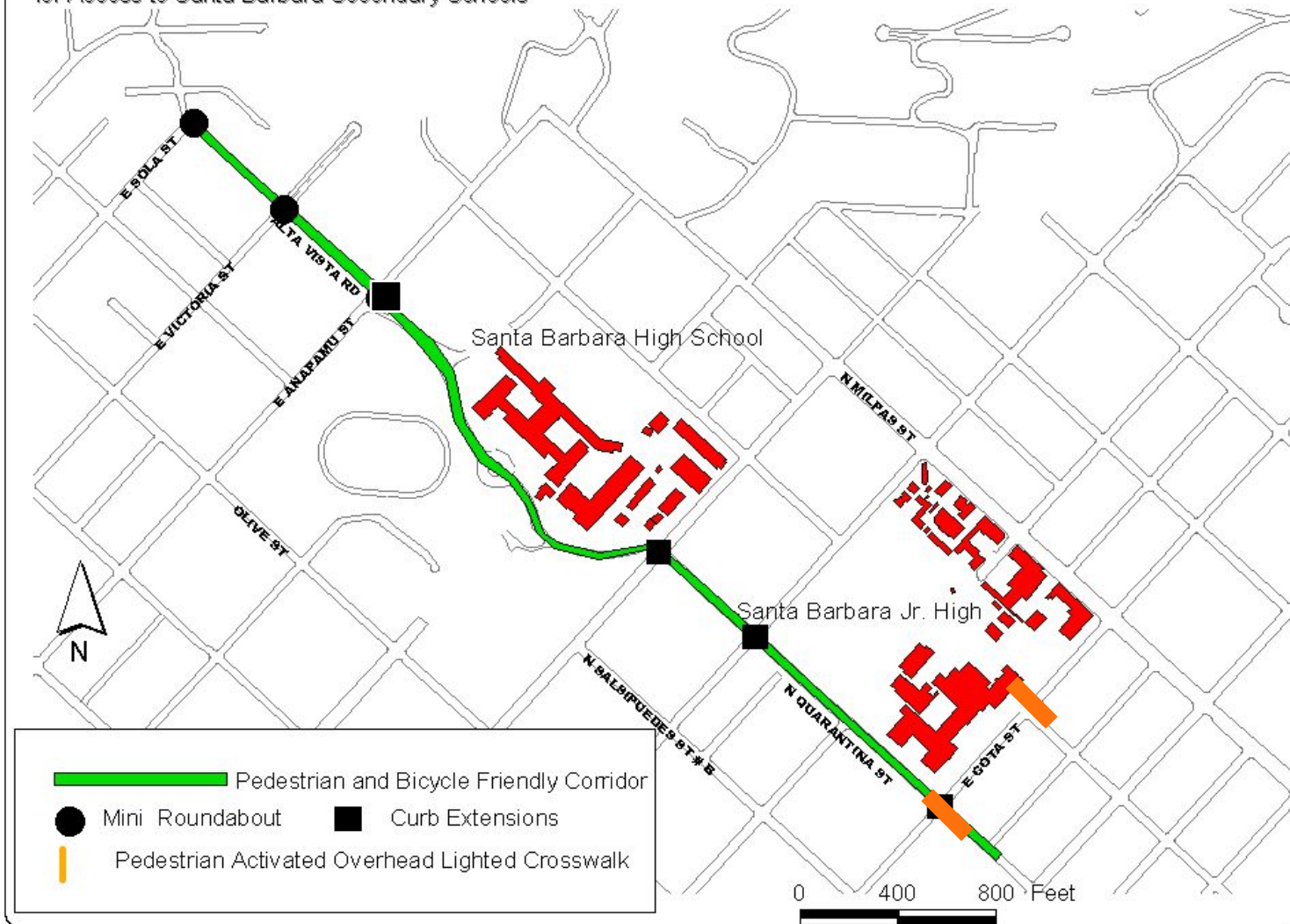
- ◆ Construction grants began in 1999
- ◆ Eligible projects
 - Sidewalks & crosswalks
 - Traffic control devices
 - Bike lanes & off-street trails
 - Traffic calming
- ◆ \$450,000 maximum per award
- ◆ Two awards of \$450,000 made to City of Santa Barbara
- ◆ Between 450 and 719 applications in each round
- ◆ Third application awarded \$900,000 in 2007





2003 Safe Routes to School Project

City of Santa Barbara Safe Routes to School
Traffic Calming to Create a Pedestrian and Bicycle Friendly Corridor
for Access to Santa Barbara Secondary Schools



Safe Routes to School Project

- ◆ Responsive to feedback from PTA
- ◆ Responsive to Santa Barbara School District Pedestrian Safety Advisory Committee Reports
- ◆ Creates pedestrian corridor between SBHS and SBJHS
- ◆ St Francis community planning process critical to success in SR2S grant application

Cañon Perdido at Quarantina



Anapamu at Alta Vista





Citywide Traffic Calming Project

- ◆ St. Francis NTMP Intersection Improvement Project
- ◆ Safe Routes to School Intersection Improvement Project

Temporary Installations

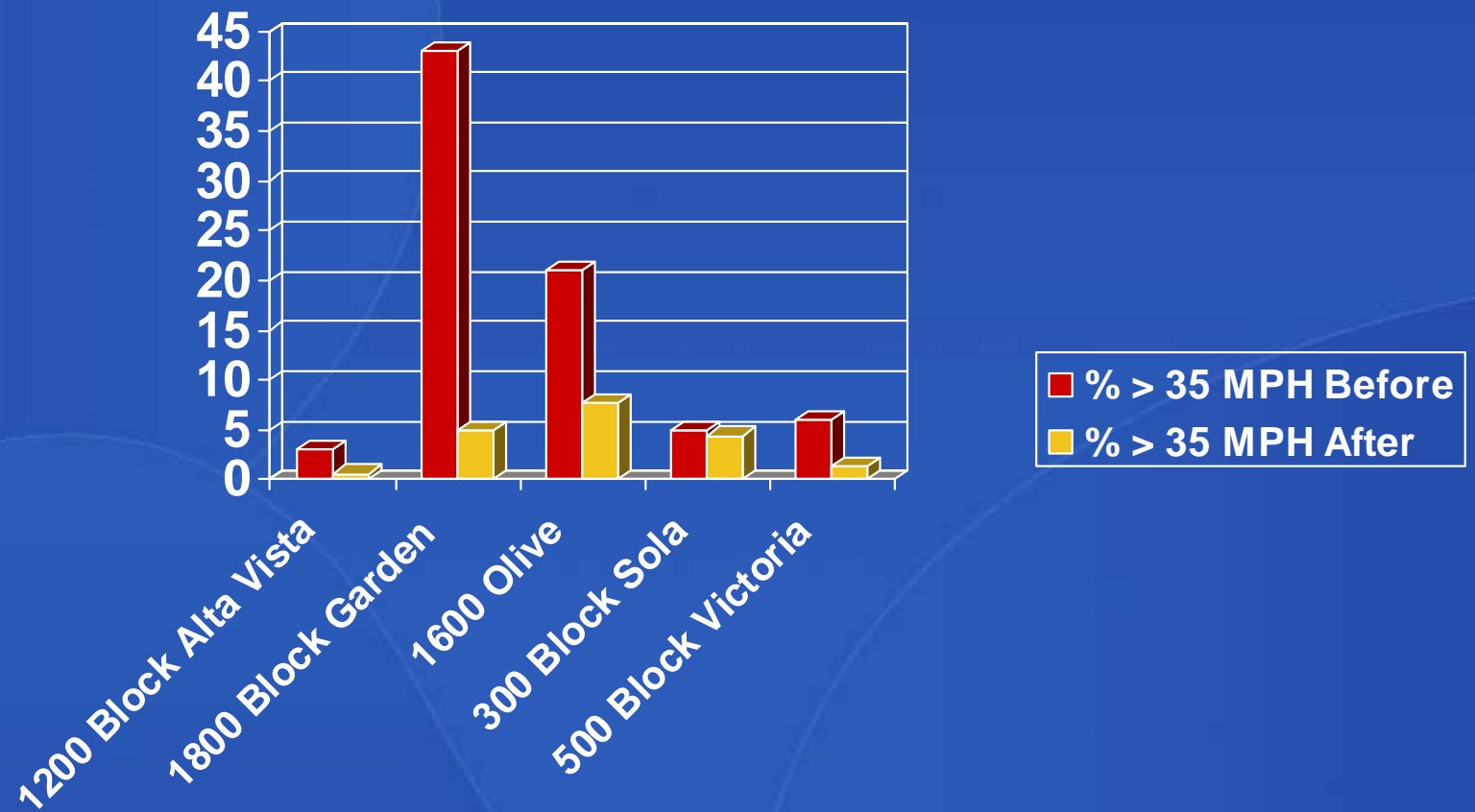


Olive/Sola

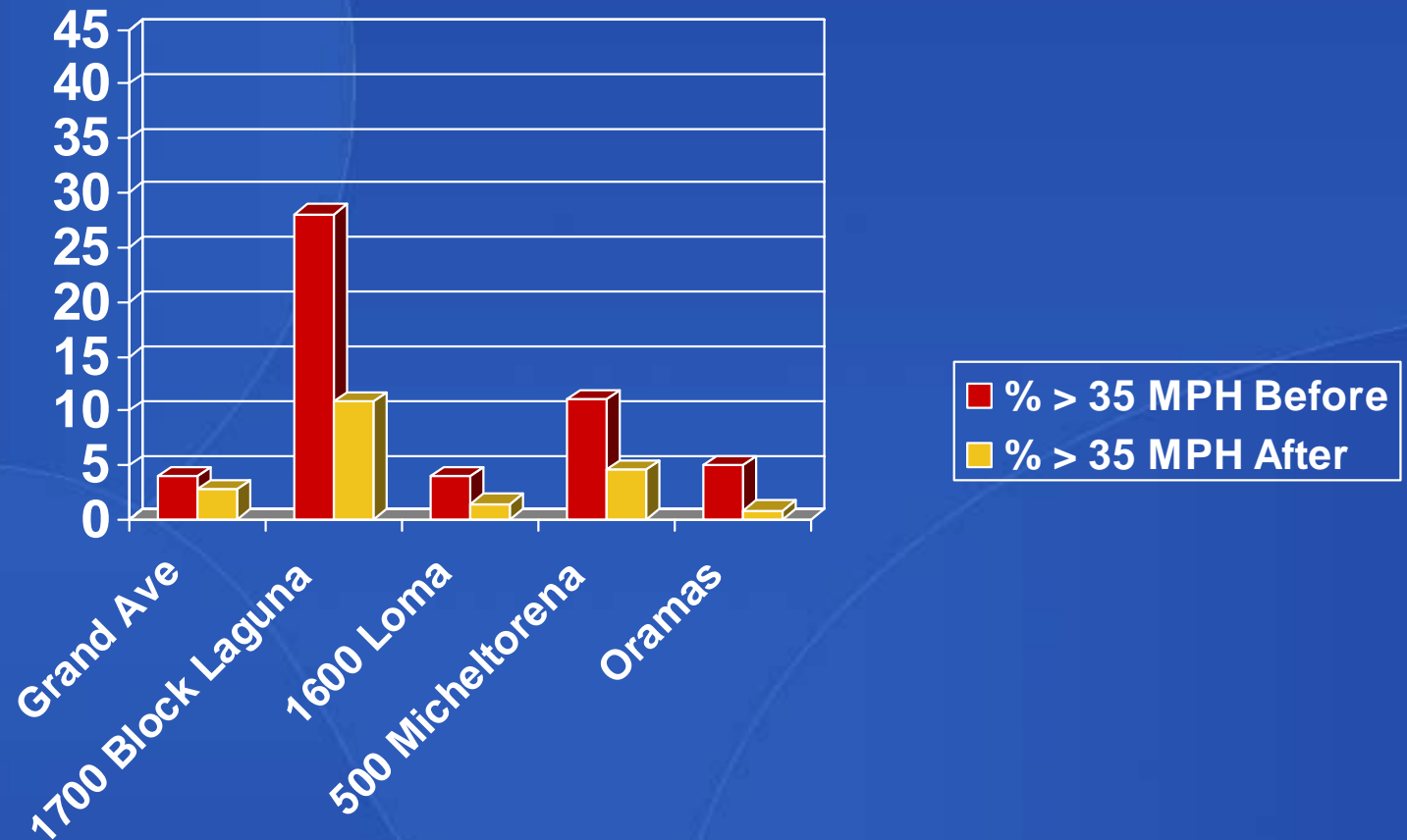
Implementation Experience

- ◆ This is the first traffic calming project of this size
- ◆ Trial installation with cones and barricades
- ◆ Simi permanent installation used as second test
- ◆ Final design for future traffic calming projects

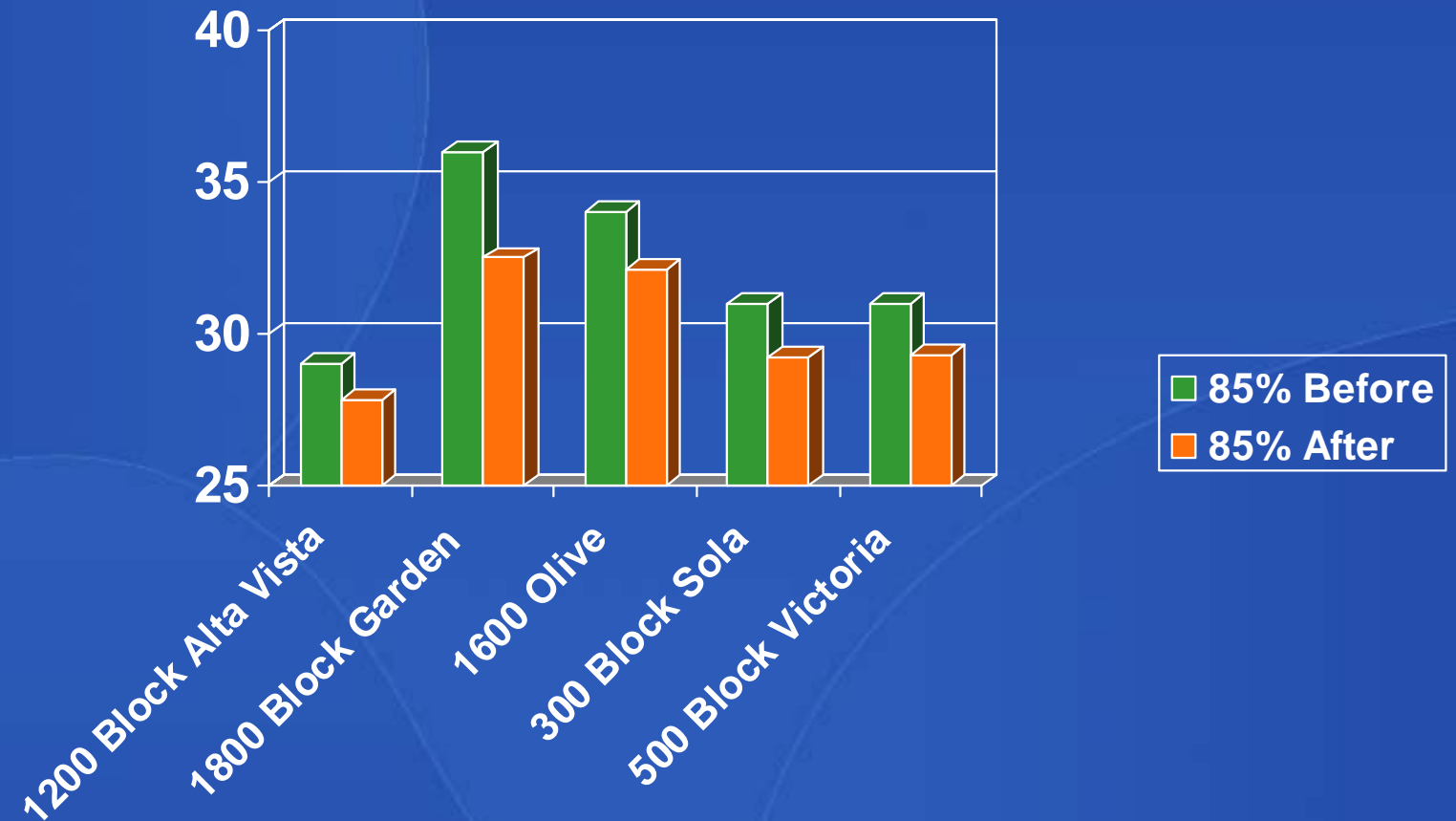
Excessive Speed-Traffic Calming Intersections



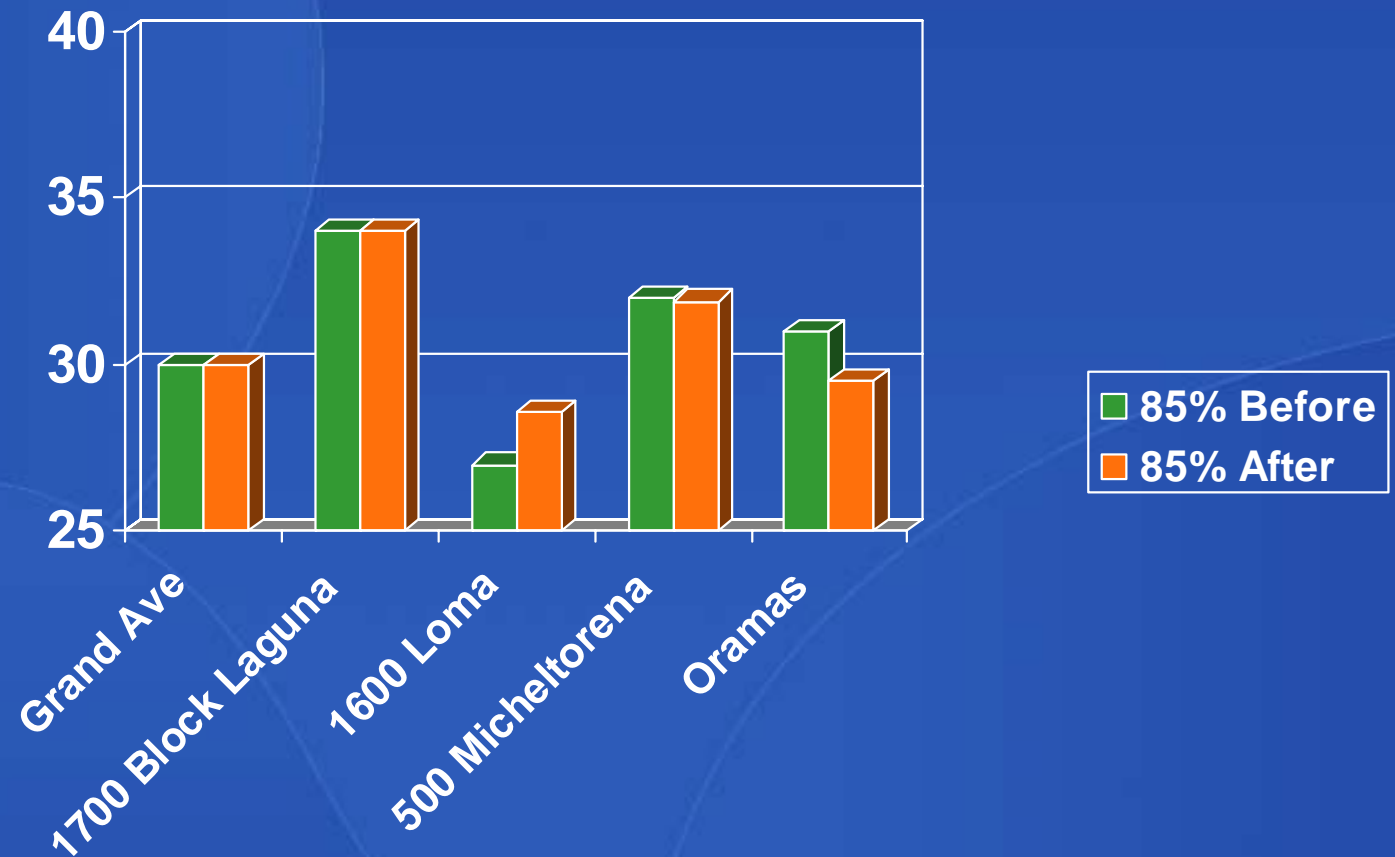
Excessive Speed – Non traffic calming streets



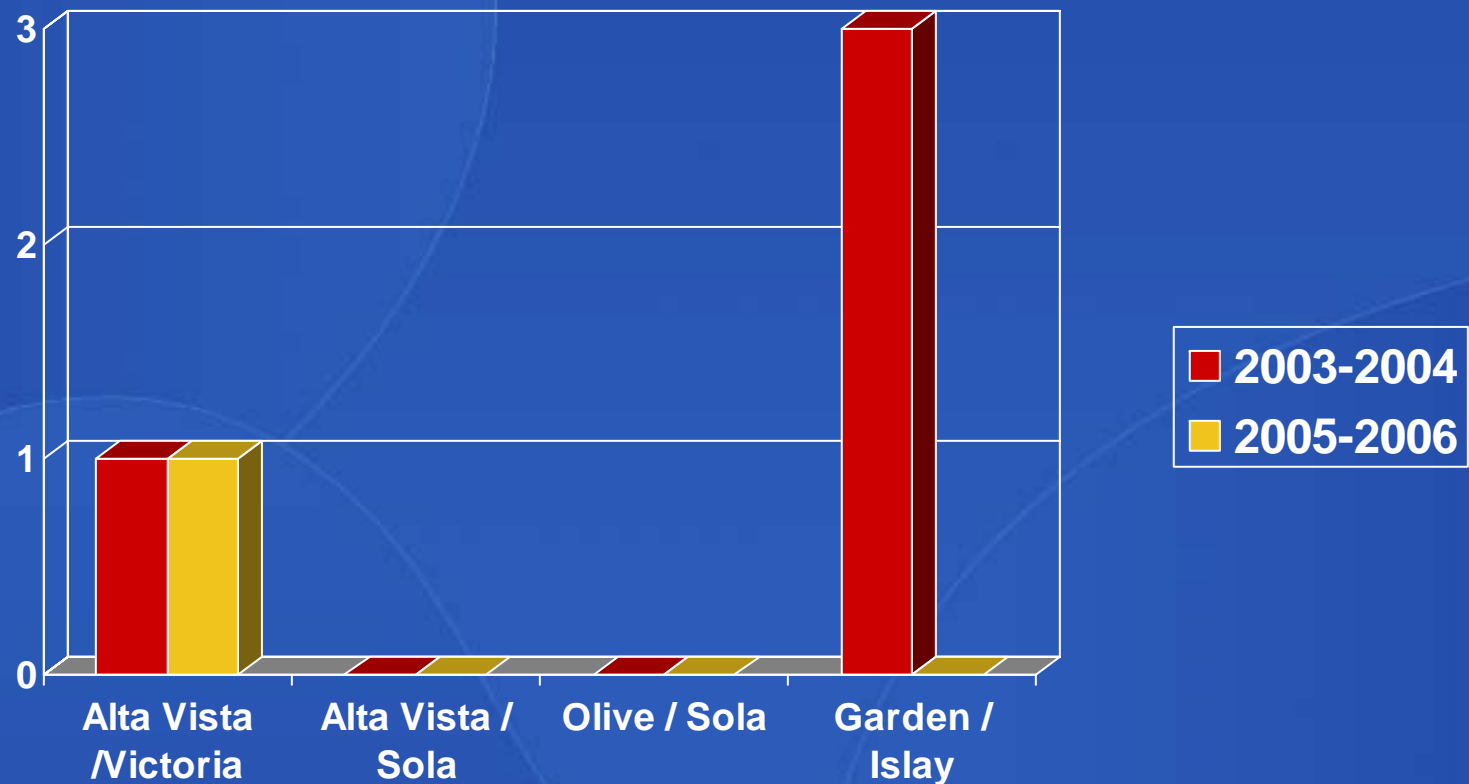
85% Speed-Traffic Calming Streets



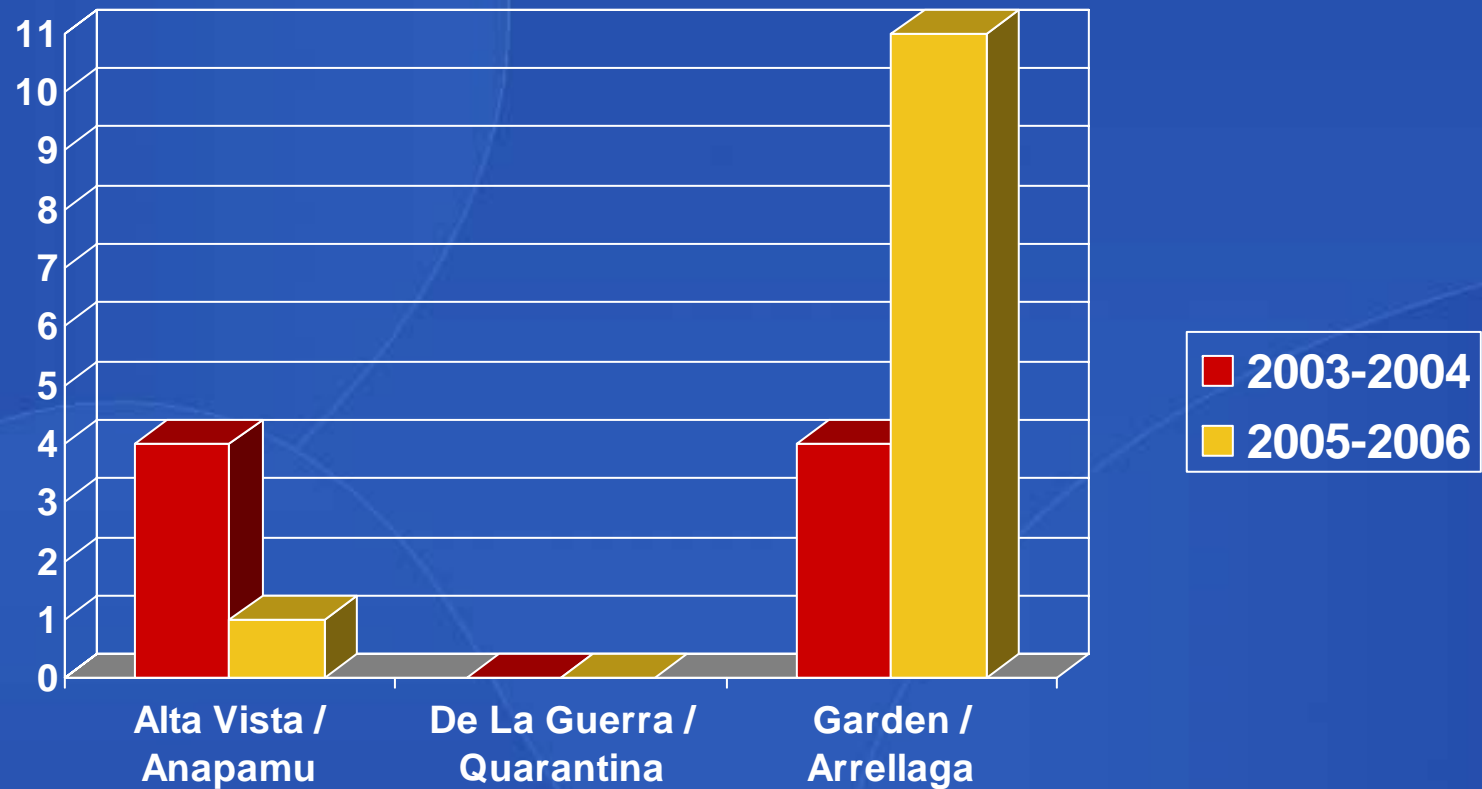
85% Speed – Non traffic calming streets



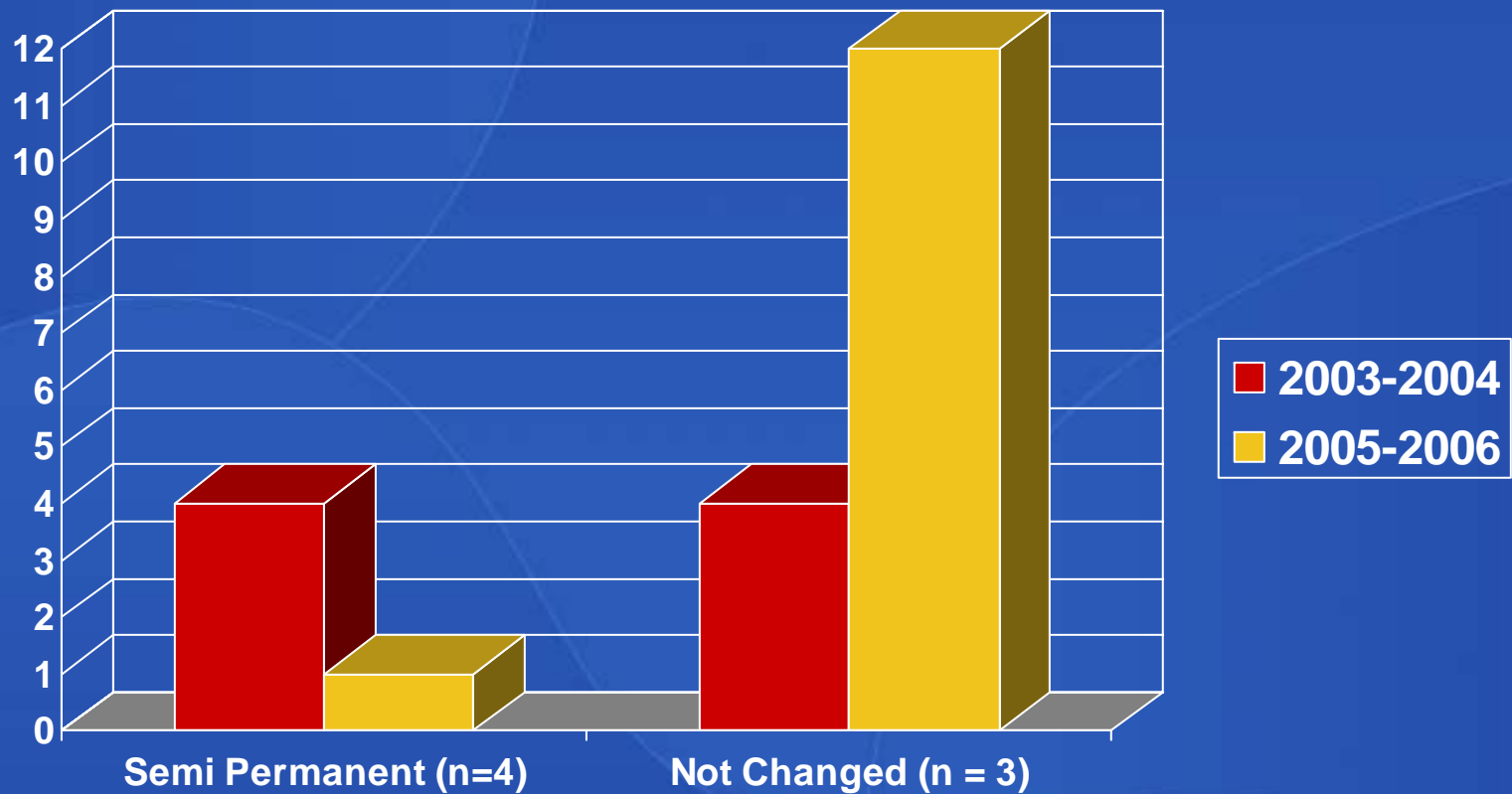
Reported Collisions at Semi Permanent Installations



Reported Collisions –Intersections Planned for Traffic Calming



Reported Collisions: Summary



Approved Design Concepts



GARDEN STREET

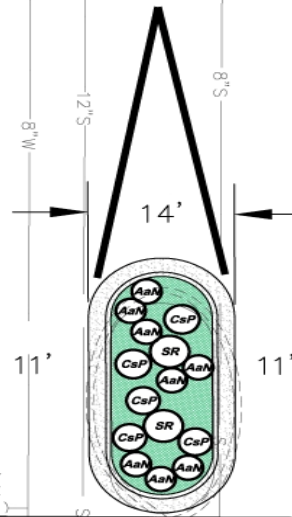
ISLAY STREET

SANDSTONE COLORED
STAMPED CONCRETE

SANDSTONE COLORED
STAMPED CONCRETE

MATCH EXISTING
GROUND COVER

MATCH EXISTING
GROUND COVER



SANDSTC
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No. 36
4' x 9' 4"

No. 36
4' x 10' 1"

No. 36
4' x 10' 1"

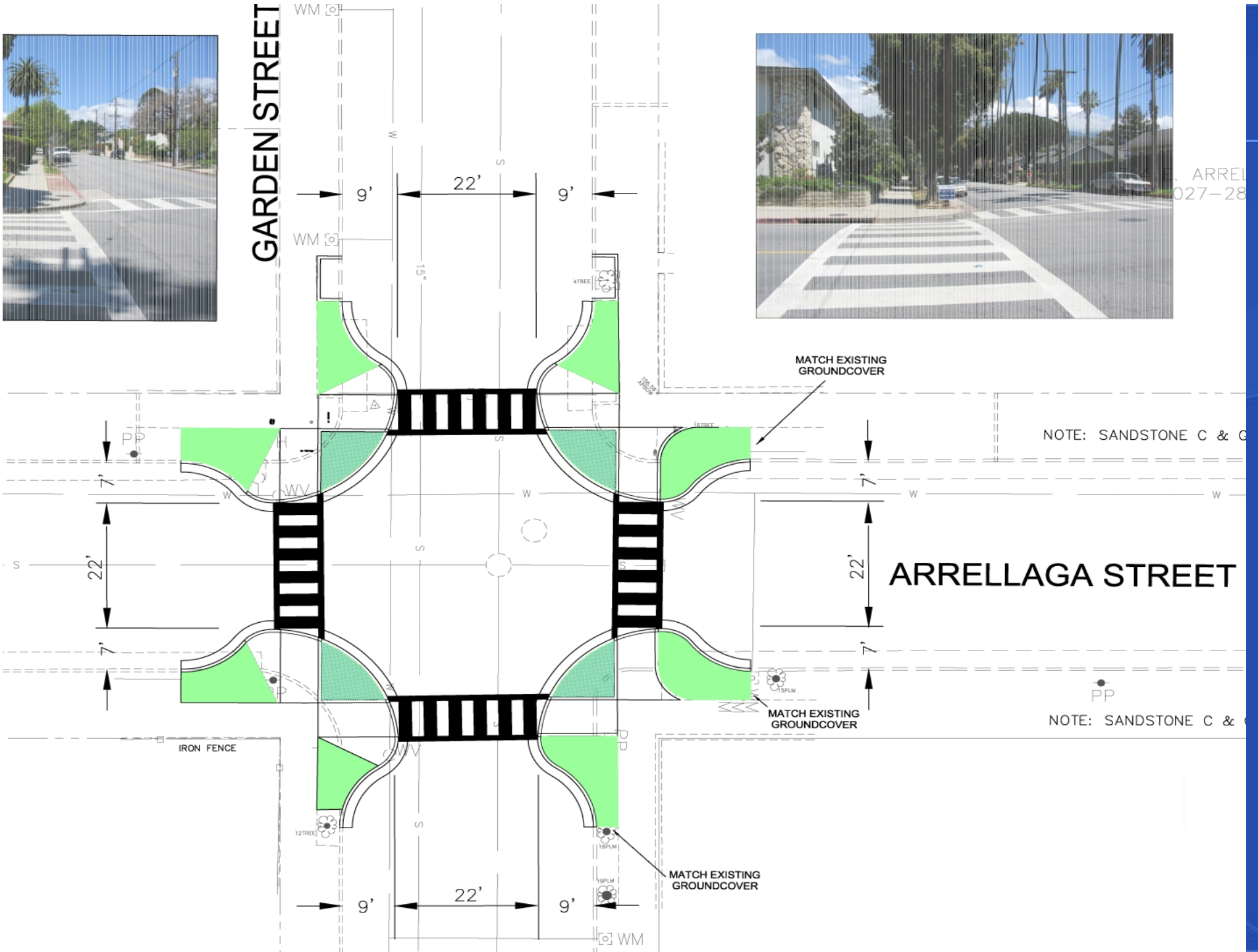
6" S



GARDEN STREET

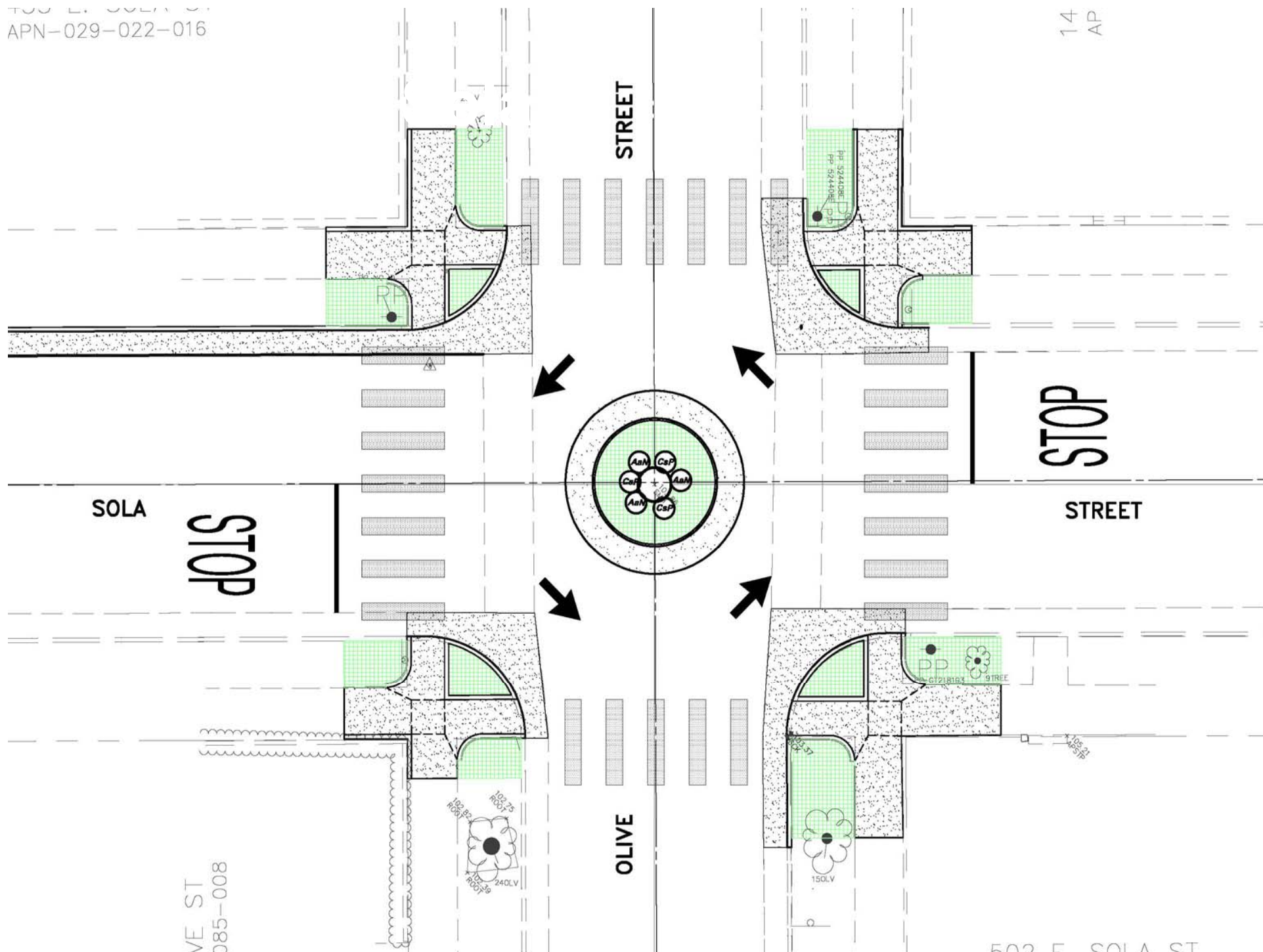


E. ARRELLAGA STREET
027-28

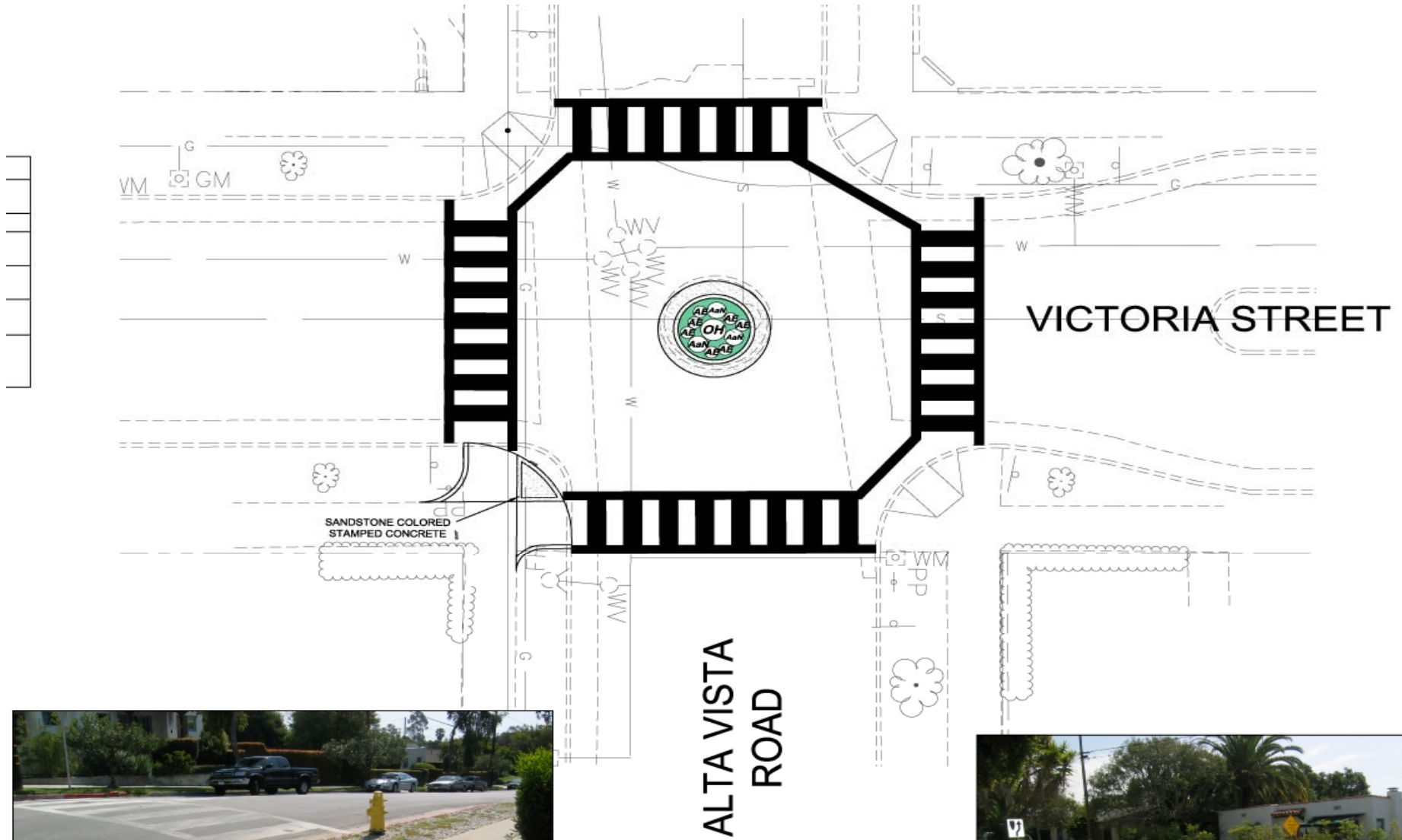


APN-029-022-016

14 AP

VE ST
085-008

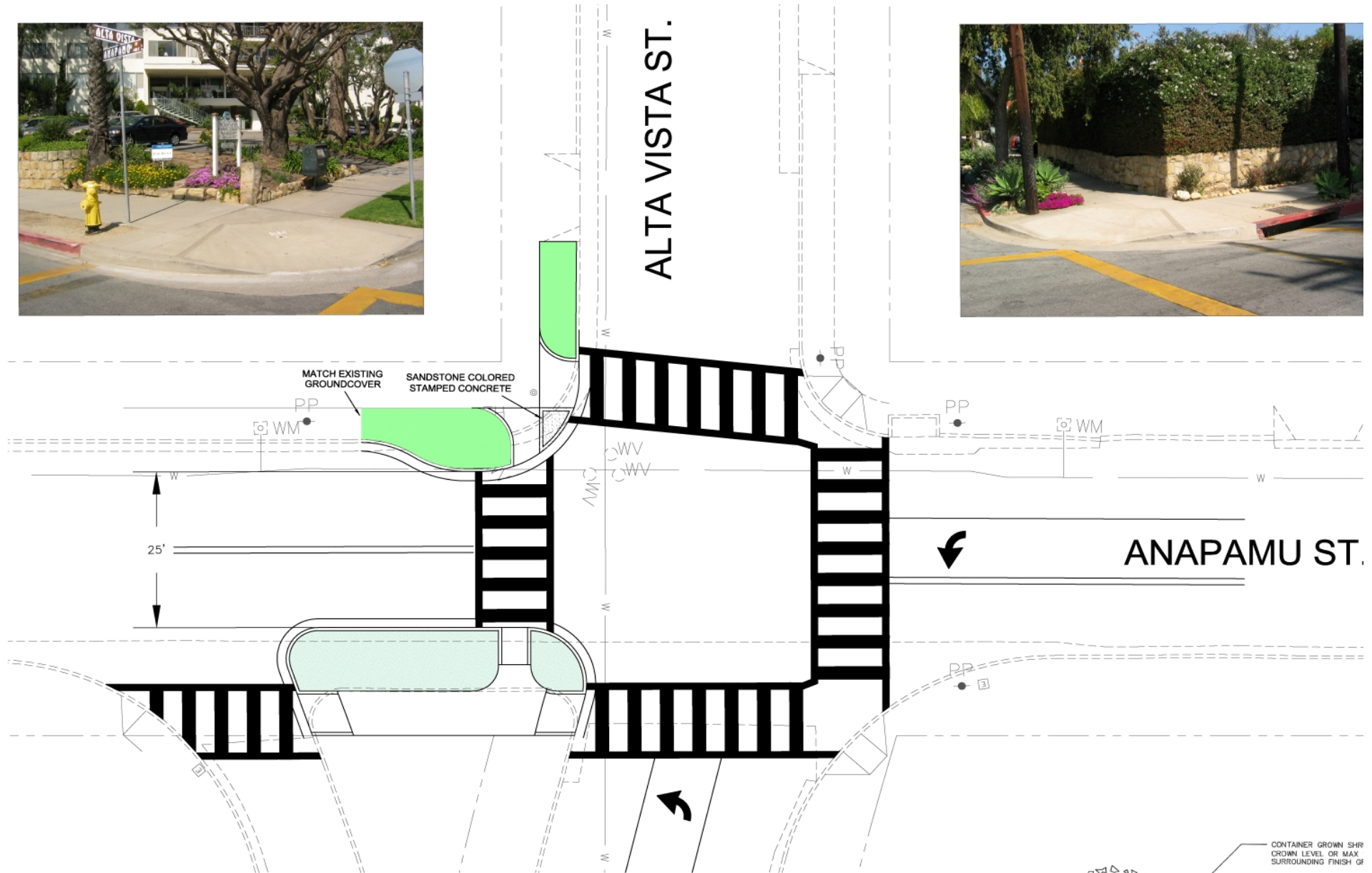
502 E. CONI A ST



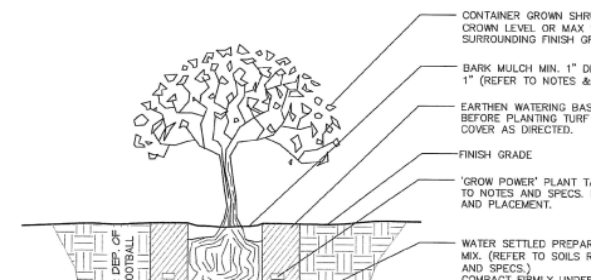
Sola



A cross-sectional diagram of a concrete slab. The top surface is labeled "SMOOTH FACE" with a line pointing to it. The slab is shown with a horizontal top edge and a vertical side edge. There are some small, faint markings on the top surface.



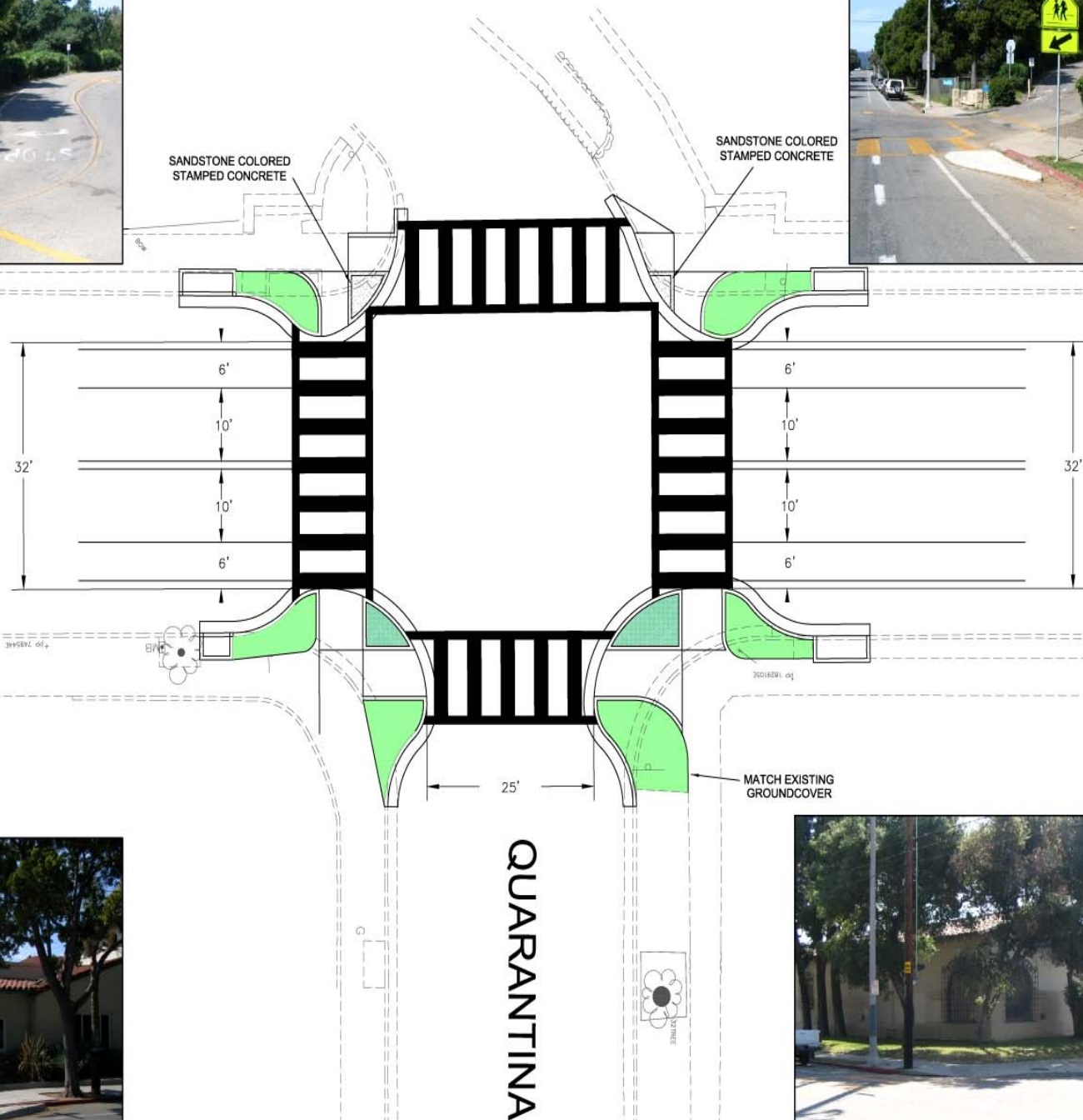
SB High School



SANTA BARBARA HIGH SCHOOL



CANON PERDIDO
STREET



Summary of Project History

- ◆ December 2003 - Mobility Plan Adoption
- ◆ September 2004 – Award of Safe Routes to School Grant
- ◆ Summer 2005 - Installation of temporary and Semi-Permanent Devices
- ◆ Spring 2005 - Update to Council
- ◆ April 2006 - Council Award of Design Contract
 - 6/5/2006 – First ABR submittal
 - 7/10/2006 – First ABR Concept Review
 - 8/28/2006 – Second ABR Concept Review
 - 12/18/2006 – Design Review
 - 1/16/2007 – Design Review
 - 2/5/2007 – Design Review – Final approval
- ◆ May 2007 - ABR Appeal at Council
- ◆ Sept. 2007 – Council Award of Construction Contract

Construction Contract Funding Summary

Project	Basic Contract	Change Funds	Total
NTMP Project	\$279,006.00	\$27,900.00	\$306,906.00
SR2S Project	\$466,813.55	\$46,700.00	\$513,513.55
Total Recommended Authorization			\$820,419.55



Recommendation

That Council:

- ◆ Authorize the Public Works Director to execute contracts with Souza and Peterson Construction, Inc. for the construction of the Neighborhood Traffic Management Intersection Improvement Project and;
- ◆ Cinary Construction Co. for the construction of the Safe Routes to School Intersection Improvement Project.